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Hongkong, 4th January, 1907.

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## BIRTH.

On January 14th, at Plover, South Wales, the wife of G. W. APPEL, of Canton, of a daughter.

HONGKONG OFFICE: 10A, DES VUE ROAD. CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 17TH, 1907.

There would not appear to be anything particularly mysterious about the recent Chinese Imperial Decree that provides for the more systematic worship of the memory of Confucius, yet the motives-seekers have set to work already, and we see suggestions that it is another anti-foreign movement, an adoption of a state religion, and a flouting of the missionaries of all other cults. One contemporary finds a solution in the theory that the order to accord to Confucius "the same sacrificial ceremonies of worship accorded to heaven and earth when sacrifice is paid by the Emperor" is a shrewd attempt to counterbalance the evils of educational reform—a little [foreign] learning is a dangerous thing—and China has been suffering from "extravagances which have followed inevitably on the influx of fresh ideas". Free and compulsory Board Schools in the United Kingdom have induced a madness not altogether dissimilar, whose fruits the British nation has begun to reap. In China, remarks our contemporary, this madness may be moderated "by this rehabilitation of the ancient wisdom". The argument is an ingenious one, but it was hardly called for, so far as we can see. We should have assumed that the Decree was merely one of the number with which Peking habitually amuses itself in periods of boredom. A boy armed with a knife sets out to "carve something," no

matter what, for the mere pastime; this Decree strikes us as such a carving. We would be glad to think it was something more; that it would indeed bring about a "rehabilitation" of China's old ideals; but even assuming that its intention was such, this Decree would defeat its own object. The moment a philosopher becomes a fetish, the practical value of his teachings is gone. This is no mere catchy phrase; we recommend it for analysis. Truth fails when it becomes platitudinal; a thief will not be moved by the adage about honesty being the best policy; and if ever an altar be erected to HERBERT SPENCER, men will cease to take his writings seriously. It is common knowledge among those who know a little Cantonese that the Chinese have acquired a habit of quoting and misquoting their classics, sometimes ironically, often using a beautiful crystallization of truth to suggest something banal or even contrary to the text, much as a humorous foreign beggar will remind his victim that "the Lord loveth a cheerful giver." These words came glibly from his saucy tongue; their significance evidently never penetrated his sermon-stupid brain. So we fear the force of the Chinese Classics will only be weakened if the people are further directed to the shibboleth, and less to the sense. It is possible, as another contemporary fears, that "for China's real welfare and advancement there could not perhaps be a more regrettable movement than this sudden

elevation of the great sage to the rank and position of a very god." Not for the same reason—that "the Edict will operate adversely to the spread of Christianity"—but because the formalism and State recognition that have denuded Christendom in Europe will assuredly make moribund whatever of true Confucianism still survives among the masses of China. The same paper which deprecates the Edict as threatening the foreign propaganda gives us this definition of Confucianism: "the doctrine of Confucius is a practical, colourless code of moral ethics, [sic] devoid of any lofty standard of unattainable ideals." If it be practical and moral, we can overlook its lack of colour and of lofty impossibilities—for after all, in China as elsewhere, there is no need to encourage more profession; what is needed is more practice.

It is stated that the French Government intends to publish part of the documents seized at the residence of Signor Montanini, the Papal Representative in France.

The German Mercantile Marine Officers at Hamburg generally have withdrawn from their Association, in accordance with the demands of the respective Steamship Companies.

It is announced that Mr. Andrew Carnegie has given \$750,000 for the construction of a building at Washington to be used as a Central Bureau for the American Republics.

A message from Rome states the Earl of Aberdeen, the Lord Lieutenant of Ireland, had an audience with His Holiness the Pope, who calmed the Irish Catholics and gave a special benediction for the Irish.

Large cotton mills at Leeds continue closed. The owners are determined to transfer their factories to the interior unless the workmen submit. Terrorists declare they will murder the men who resume work.

A native policeman on board the *Japan* accidentally fell into the stokehold yesterday morning. Police assistance arrived and he was conveyed to the Tung Wah Hospital, where it was found he had injured his spine.

To the Hongkong Old Volume Society, Mr. Frank Browne has kindly consented to deliver a lecture on "Radium" at the City Hall, on Monday, 21st January, at 8.15 p.m. Sir Henry Berkeley, K.C., will take the chair.

The Banco Nacional Ultramarino of Manila have from 2nd instant issued a new note of the face value of \$25. The new note is very tasteful in design, and will be accepted at par by the local agents of that Bank, Messrs. Rozario & Co., and by all the local Banks.

His Majesty the King and seven others, staying at Chatsworth House, on January 4th, shot two thousand head of game. The King, who is in excellent health, has never been known to shoot with such precision, all his shooting records having been broken.

At the performance of Aladdin at the Catholic Union, it appears that the Orchestra of the Sociedade Philharmonica was not under the leadership of Mr. J. J. Incey, as was erroneously reported; we learn that the conductor of the Orchestra has always been and on this occasion was Mr. F. Gonzales.

The conference of the Admirals commanding the East India, China and Australia Stations—now regarded as an annual event—will take place at Singapore in the third week of January. Admiral Moore, commanding the China Station, is now there with the *King Alfred*; Admiral Fox, commanding the Australia Station, is due about the 17th instant on the *Powerful*, and Admiral Fox arrives on the 19th instant on the *Hermer*. The conference is expected to last several days.

A new Siamese loan of three millions sterling at 4 1/2 per cent, is about to be issued in London, Berlin and Paris by the Hongkong and Shanghai Banking Corporation, the Deutsche Asiatische Bank and the Banque de l'Indo-Chine, respectively.

A Singapore Chinaman, charged with stealing poultry, declared he had bought the hens, but could not produce the seller. He said: "May I be run down and killed by a tram and never see China again, if I stole the fowls." He was sent to prison for two months.

The St. Petersburg correspondent to the *Times* states that during the absence of Mr. Motono, the Japanese Ambassador, a Commission has been investigating the exact significance of the term "rivers and inlets" under the Portsmouth Treaty. It is probable a decision will be reached which will be satisfactory to Russia and Japan. It is understood that Russia is willing to renew the Commercial Treaty of 1895, and grant Japan the privileges conferred to other nations under the more favoured nation's clause of the recent Treaty.

By kind permission of Lt. Col. Price, D. S. O., and Officers, the Band of the 129th Duke of Connaught's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday the 17th January, 1907 (weather permitting):

Grand March from Faust..... Gounod  
Overture..... "The Elves"..... Wagner  
Post Polka..... "The Merry Dances"..... Kuhnert  
Selection..... "The Merry Dances"..... Kuhnert  
Valse..... "The Merry Dances"..... Kuhnert  
Serenade..... "The Merry Dances"..... Kuhnert  
Selection..... "The Merry Dances"..... Kuhnert  
Two Steps..... "The Merry Dances"..... Kuhnert

At Singapore on January 7th a revenue officer was examining the luggage of several Chinese coolies, who had just landed from Bagan, Sumatra. One of the coolies, a Hokien, had a pillow wrapped up in a mat and while prodding it with his fingers to see if the pillow contained any opium, the officer felt something hard. He ripped open the pillow and was horrified at finding a grinning skull staring at him. He took the Hokien to the Police Station, and, on examining the pillow, the police found all the bones of a human skeleton. The Hokien stated that the bones were those of his elder brother who had died at Bagan. He declared that he was taking the bones back to China for burial.

An interesting transaction was the sale of the Korean Legation, one of the most picturesque spots in Peking. Acting on behalf of the Korean Government, Mr. Hayashi, Japanese Minister, turned all right and titles of the property to M. Cavenave, Ministre Plénipotentiaire et Directeur de l'Agence de la Banque de l'Indo-Chine. One hundred thousand taels was the consideration demanded. For over forty years this piece of property had been used as a Legation site. Originally it was a part of the S. Wells Williams' estate, then it was purchased by Col. Douby, ex-minister of the United States. During the year 1903 the Korean Government bought it and occupied it until the peace negotiations were signed between Japan and Russia. Since that time it has been vacant and apparently awaiting a purchaser.

The *Daily Mail* ardently seconds the nomination of a representative Canadian as a British Ambassador at Washington. The appointment of a Canadian would be proof that the Imperial Government, instead of directing the diplomacy of the empire, was farming it out second hand to the colonial confederations. It is well understood that the Washington post has been offered to a trained diplomat, who has asked time for considering the matter. The persistence with which the subject has been taken up by the rumour mongers may force the government to make a more important appointment than was originally contemplated. Since it is less talk about Lord Curzon since it became known that he has purchased the Priory, a Surrey country house, formerly tenanted by Captain Greville, where the King has been entertained several times.

Major-General Perrott has been appointed to the command of the troops in the Straits Settlements in succession to Major-General, Sir John. Major-General Perrott, C.B., is an officer of the Royal Artillery, and his experience has been very large and varied. Born on May 6th, 1851, the now Commanding Officer entered the Army in 1870. Ten years later he was promoted to a Captaincy, and six years afterwards to a Majorship. From 1885 to 1891, he was Assistant Superintendent of Experiments, School of Gunnery, and Assistant Inspector of Warlike Stores in 1891-92; Chief Inspector of the School of Gunnery 1892-1903. He was the Commander of the R. A. in the Thames District for one year from 1904; afterwards, he became Commander R.G.A. Thames and Midway Coast Defence. In the new Monthly Army List he is entered as being the Commander (Graded Brigadier-General) of the Coast Defences of Scotland. In 1900, he received the honour of Commander of the Bath. Major-General Perrott served in the South African war and in the Boxer trouble in 1900.

## LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* arrived at San Francisco on the 14th inst.  
The A.L. str. *Austria* left Singapore for this port on the 15th inst., and is expected here on the 22nd inst.  
The C.F.R. str. *Tartar* arrived at Nagasaki at 8 a.m. on Tuesday, the 15th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on Thursday, the 17th inst.  
The I.G.M. str. *Prinz Regent Luitpold*, which left here on the 19th Dec., arrived at Genoa on Tuesday, the 16th inst., at 8 a.m.  
The E.K.K. str. *Nippon Maru* will sail from Yokohama on the 15th inst., and is therefore due to arrive at this port via Manila on the 28th inst.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## TERRIBLE DISASTER IN THE WEST INDIES.

LONDON, January 16th.

An earthquake, followed by an extensive conflagration, and accompanied by an enormous tidal wave, has visited Jamaica. Kingston is practically destroyed and the death toll is appalling. Among the victims is Sir James Ferguson. Sir Alfred Jones and party are safe. It is expected that most British officials have escaped.

[Kingston, the capital of Jamaica, has one of the finest harbours in the world. Its population is about 50,000 but that of the island is about 300,000, of which the whites number about 15,000. Jamaica is the largest and most important of the British West Indian Islands, being 144 miles in length and 49 in breadth, containing an area of 4,183 square miles. Its chief exports are rum and sugar and it has an extensive trade in fruits, chiefly bananas.]

## BANKS.

LONDON, January 16th.

Southampton banks 101 to 104.

[REUTERS' SERVICE.]

## RUSSIA.

LONDON, January 14th.

It is officially stated in St. Petersburg that in spite of the expenditure on the famine of 80,000,000 rbls, there will be a surplus for 1906 of 213,000,000 rbls, of which 158,000,000 will wipe out the deficit for 1905. The deficit for 1907 is 297,000,000 rbls, of which 55,000,000 is covered by the 1906 surplus and the rest by a new loan. The estimates include 124,000,000 towards the cost of the Japanese war and 61,000,000 for relief of the famine.

## AMERICA AND JAPAN.

LONDON, January 14th.

The president of the Stanford Leland Stanford University at San Francisco, addressing a Socialist meeting, asserted that a Japanese exclusion Act was impossible, and that it was nonsense to affirm that the United States must fight Japan for the mastery of the Pacific. He believed that Japan sincerely desired to stem unskilled labour emigration to the United States.

[N.C. Daily News Service.]

## THE FAMINE.

TSINGTAI, January 11th.

I arrived here on Thursday after being delayed six hours through the launch running aground in the Grand Canal at Kaoyochon. On the north side of the city, about one mile away, there are camps stretching roughly speaking two miles long and one mile wide, over flat sandy country. These camps are divided into squares of about 125 paces each way. They are laid out symmetrically in rectangular blocks, the main buildings being in rows with lanes between them. The entrance gates of each camp are guarded by police, while soldiers patrol the whole country. I was considerably surprised with the organization and administration. The same remarks apply to the camps in the vicinity of Shihai about five miles away and north of Wangtsi from three to five miles up the Canal.

I have now counted 48 camps averaging from a thousand to twelve hundred families each. I estimate the total number of refugees at 450,000 of whom 30 per cent show signs of distress, 10 per cent of acute distress. Money only is being doled out by the officials. Throughout the whole country the roads are thronged by refugees and food pedlars with the refugees bargaining with them. The women and children for miles are grubbing up roots, grass and every conceivable thing that might serve for food or fuel. In the camps one sees people eating a mixture of cooked leaves, grass and twigs with a little cereal and rice.

The horrors of the fifth prevailing are unspeakable. At present there is bright sunshine, but it is intensely cold at night. All the pools are frozen.

The officials are trying to persuade the people to return home; many are doing so, but many more are arriving. The roads are thronged with the two streams of traffic and the scene is often indescribable.

100,000 men are absolutely idle; many are clamouring for work, but no one is doing any. No attempt is being made to repair the roads, which are in a terrible condition, nor to make ditches or drains. As yet no crops are growing, as the floods have not dried up sufficiently to admit of tillage. In an ordinary year the country hereabout would at this season be green with growing wheat; it is now as bare as the palm of one's hand.

All relief at present comes from the officials in the form of barrel loads of money, which are continually passing along the street. It is impossible to get figures. The Chinese coming from the Executive Committee are useless as the people do not eat milk funds. Their dispatch here is causing the officials much mortification.

I have sifted a mass of evidence. It is obvious that the affair is gigantic and unless a system of relief works is organized immediately, the end is beyond all conception. The local authorities, as far as can be judged at present, are apparently not inclined to any steps beyond keeping the people under control or getting them away. The demeanour of the thousands is patient and law-abiding, but the pinch has not yet been felt.

## POLICE COURT.

Wednesday, January 16th.

Before Mr. F. A. HAZELAND (First Police Magistrate).

## REVOLVER CONFISCATED.

A Chinaman, who said he came from the interior, purchased a revolver with a view, he said, to using it against the robbers who visited his farmyard. He loaded it and put it in his pocket. The police discovered the weapon in his possession and he was brought before his Worship, who ordered the revolver to be confiscated and discharged the man.

## THEFTS.

A coolie was sentenced to three weeks' imprisonment for stealing wool from Ah King's shipway.

A marine hawker was committed to prison for six weeks and to be exhibited in the stocks for four hours for receiving brass from a coolie in the Naval Yard.

## SAMPAN IRREGULARITIES.

Six sampans people of the B class were charged with plying for hire within the limits reserved for the A class of boats. The latter class is allowed to ply between the Harbour Office and Ship Street where there is most European traffic and where a better class of boat is expected. The defendants were each fined \$5.

## A DISORDERLY EUROPEAN.

Charlotte Brooks, a middle-aged woman, was found guilty of disorderly conduct in Arsenal Street in the early hours of yesterday morning. She denied the statements of the police and declared she could not have been disorderly, as she was alone. Some ten days ago she had to be removed to the Hospital suffering from the effects of excessive drinking. When the defendant left the Court to enter the waiting room she was met by a Supreme Court bailiff who served on her a writ for \$83 due to the Government Civil Hospital.

## A PECULIAR THEFT.

A native who stole a box of cigarettes from a wagon load of supplies in the street pleaded that he thought they were public property. That explanation did not correspond with his action in running off when discovered, and he was sent to prison for 14 days.

Before Mr. C. D. MELBOURNE (Second Police Magistrate).

## THE RICHES NUISANCE.

Mr. F. C. Barlow's private riches coolie was summoned for causing an obstruction at Kowloon Ferry Wharf, and fined \$1 or five days, his Worship remarking that there had been many complaints of the obstruction caused by private riches.

## NEW ATTORNEY-GENERAL FOR HONGKONG.

## AN APPOINTMENT FROM CYPRUS.

The *Strait Times* of Jan. 5th says:—Information has just been received of the appointment of Mr. William Ross Davis, King's Advocate at Cyprus, to succeed Sir Henry Berkeley, K.C., as Attorney General at Hongkong.

Mr. Ross Davis was educated at Eton and Trinity College, Cambridge, where he graduated B.A. in 1885. He was called to the Bar (Inner Temple) two years later, and went on the South Wales circuit. He is a Justice of the Peace and Deputy Lieutenant of Pembrokeshire, and has had the unusual experience for a Colonial law officer of having sat in the House of Commons. He was Member of Parliament for Pembrokeshire from 1892 to 1895, being assistant private secretary to the Chancellor of the Exchequer from 1893 to 1895. Mr. Ross Davis' first official appointment was as Attorney-General of the Bahamas, which he took up in December, 1897, and administered the government in 1901. In 1902, he acted as Chief Justice for a few months, and in the same year went to Cyprus as King's advocate. The promotion to Hongkong provided the same salaries as paid, is a very important one for Mr. Ross Davis. In Cyprus where he had a seat in the Legislative and Executive Councils, his salary was £750; in Hongkong, Sir Henry Berkeley's salary was £1,500.

## CUSTOM DUES AND CONSISTENCY.

A serious instance of contradictory practice is related by the Shanghai correspondent of the *Jiji Shimpo*. He reports that the Chinese Customs, while remitting duties in the case of goods exported to Taiwan from Shanghai, impose customs duties on goods imported from the former place to the latter. The remission is made on the ground that Taiwan, being leased to Japan is a foreign port, and the imposition is defended by alleging that it is a Chinese port. The correspondent naturally remarks that the place can scarcely be accorded such a dual character.

In connection with the Chinese Customs another noteworthy point is given by the same correspondent. Hitherto the habit of the Customs authorities, acting under instructions from Sir Robert Hart, has been to show the customs returns to the foreign consuls prior to publication in the regular form. That method is now to be abandoned, and the returns will not be shown to any one prior to publication. The change is said to be due to an order issued by the new Chinese Commissioners; or if not actually an order then at any rate a suggestion.

It would seem that this measure has been taken in pursuance of the "rights recovery" policy, for no other explanation is apparent. Sir Robert Hart is certainly placed in a most difficult position. He can not ignore the suggestions of his Chinese superiors, although to act on them may be contrary to his better judgment, and he cannot resign without, perhaps, playing the very game which they wish to force on him. It is very conceivable that if he stepped down rather than accept dictation in matters which have hitherto been admirably managed under his sole direction, the system which he has built up by some fifty years of unremitting labour and rare organizing ability would suffer a shock such as would deprive it of some of the qualities now making for its independence. This very incident now related may be construed as a reprimand for the Inspector General, inasmuch as it is not now right to show the returns to the Consuls, it can not have been right hitherto. On the other hand, one can easily imagine that if the Chinese are really working to recover complete control of the Customs, their programme may be to deliver a number of petty assaults which will gradually lessen Sir Robert's hold, and better still from their point of view, drive him to resignation. Of course some explanation of a less objectionable nature may be forthcoming, but we fail to see it at present—*Japan Mail*.

## A SOUTH SEA ISLANDS CONTRACT.

COMPLICATIONS WITH CAPT. O'KEEFE'S MURDER.

Some three or four years ago, an adventurous sea captain named O'Keefe, well known throughout the Far East, was lost. It is supposed, in a typhoon. He was known by his intimates as "The King of Yap," an island in the South Seas, and he made periodic voyages in his little schooner from Yap to Hongkong with coconuts, high-lander, and other island products. It was during one of these voyages that he disappeared from human ken, and the supposition is that he was caught in a typhoon and that his schooner foundered with all hands.

Captain O'Keefe was, we believe, an Irish American. He was an adventurer of the 18th century type, and many are the yarns told about him. One of the yarns which he acquired the island of Yap with its coconuts, who subsequently bore him children. When he died, his legitimate widow and family appeared from the United States as claimants of his valuable property in the Far East and in the South Seas. For, though an adventurer, O'Keefe had succeeded in acquiring a good deal of this world's goods, and he had some household property in Hongkong which realised a goodly sum at public auction.

This is not a full and particular history of an interesting figure, however, but only a brief outline to introduce the following paragraph from one of our Netherlands India correspondents, and to correct some of its mis-statements.

"Recently an American trader named O'Keefe died in the 'Yellow Islands,' having riches which his heirs are disputing for. From there, he used to carry on trade with the Yap islands, a group off the New Guinea coast, within the jurisdiction of the Sultan of Tidore, a vassal of the Netherlands India Government. O'Keefe bound the Yap chiefs to supply him, under contract, with all the copra produced on the islands.

"The hold of the Netherlands India Government on the islands is very slight indeed, and is only manifested by occasional visits of men-of-war. On O'Keefe's death, his contract rights in the islands passed over to his widow, a Filipino, and her children. The Government have directed that O'Keefe's contract with the Yap chiefs should be continued to his heirs on condition that they allow no other foreigners to settle there."—*Strait Times*.

## COPPER MINING IN ANHUI.

H. E. En Min, Governor of Anhui, has wired to the Waiwup, asking for final instructions as to how to settle the dispute between the British Consul at Yuhai and the native gentry of the Tung-shan Hsiao over the working of a copper mine at the Tung-shan Shan hill. According to the wire, Mr. Standish, H.M. Consul at Waiwup, recently arrived at Anking on board a British warship, and insisted that the concession cannot be cancelled on the ground that the concessionaire did not despatch an engineer in company with a Chinese interpreter to Tung-shan Shan to make the necessary preparation within the fixed period. But the Chinese maintained that the engineer and the interpreter arrived at their district after the expiration of the one-year limit and even then did nothing. They simply inspected the four extremities of the mine concession and went back to Shanghai. In order to settle the matter, people of Tung-shan Hsiao are willing to return the £15,000 which was given to the Chinese Government as royalty by Sir John Kaye when he obtained the concession in 1904 from the Waiwup.

But Mr. Standish not only refused to entertain the proposal of the gentry, but also complained of the slow action of the Tung-shan magistrate in the recent dispute between the concessionaire's engineer (who is reported to be still at Tung-shan Shan) and the Chinese gentleman, Mr. Pan Yu, over a piece of land in the vicinity of the ancestral tombs of the latter. The Consul threatened to wire to the British Minister in Peking for opening negotiations with the Waiwup, if the case cannot be settled in favour of the British concessionaire at Anking.

As the natives of Pailin Hsiao also refused to yield to the threats of the British Consul, and insisted on the cancellation of the original agreement, the dispute will most probably be referred to Peking for its final settlement.

The *South China Daily News* says:—As the poor inhabitants of Tung-shan are quite justified in their reasonable demand for the cancellation of the existing agreement, which lost its force long ago, we sincerely hope that their efforts in preserving Chinese interests in their own district will be rewarded at last, although the outlook seems unfavourable to them at the present moment.

## MUNICIPAL INJUSTICE.

The *Shanghai Mercury* of January 12th says:—In the last minutes of the Municipal Council, published the other day, was the award of Mr. White-Cooper in the case of a lot of land, the whole of which is absorbed in the widening of the Ward Road and liable to free surrender under Art. VI of the Land Regulations. Mr. Major, to whom the land belonged, was allowed £12,100. The land was evidently bought for a more long years ago and was a long, narrow strip practically only of use as an addition to the properties on either side, too narrow to be used as an independent building site.

We do not think for a moment that Mr. Major was not entitled to this £1,000, but it seems to us as though the Municipal was making fish of one person and fowl of another.

In 1893 a Mr. McMurray, a comparatively poor man, owned a piece of land just big enough to build him a house upon, and after he built his boundary wall, the Council informed him that they wanted a slice of that land for road extension, and naturally McMurray told them he wanted it himself and they could not have it. He was hailed before the Supreme Court, the Municipal Council having sought for an injunction to restrain him from building as it was alleged it was required for the extension of a road, and under Art. VI of the Land Regulations he was asked to surrender the land to the Municipal Council. The late Sir Nicholas Haumen, after hearing the case, delivered judgment in favour of McMurray and dismissed the petition of the Municipal, with costs. The Council appealed the case to the Privy Council, and in March, 1900, the judgment arrived here which was in favour of the Municipal Council. The judgment showed the value of Art. VI of the Land Regulations as a means of acquiring free land for road extensions, so long as the land is scheduled previous to Consular registration.

As we said before, we quite agree that Mr. Major is morally entitled to the £12,000, but if Art. VI of the Land Regulations stand good, why should the Council pay the rich man the money for his land while the poor man had his land grabbed from him? Why may he be told it was a test case, but it does not seem to us fair that a poor man should have been picked out for the test case, as was the one to whom we refer.



## REVIEWS.

**Who's Who.** London: A. & C. Black.  
The 1907 "Who's Who" is in our hands, and again we are faced with the impossibility of finding any original comment to this useful book of reference. "Who's Who" for this year is bigger than any of its predecessors. It contains over 21,000 biographies, every one of which is submitted for personal revision, and as the same painstaking efforts are noticeable in the compilation readers or users will repose the same confidence in the accuracy of the information supplied. There is always a fascination about "Who's Who." Behind a bald phrase like "clasp and medal 1877" there is usually a thrilling story which stimulates imagination and historical research. Then what a thought-transforming event is discovered in such a bald statement as published "Natural Selection 1871." What discoveries in the realm of science are suggested by a few words, and what world influencing philosophy is comprehended in the brief announcement that a certain publication appeared at such and such a time? The triumphs of the diplomat, the thought of the philosopher, the achievement of the scientist, the success of the man of letters, the exciting adventures of the explorer, and the brilliant feats on the battlefield—all these, as well as the conspicuously unimportant events in the conspicuously insignificant lives of smaller fry are unfolded to those who can read. In the fullest sense of the word "Who's Who" is an intensely human book, and its mass of data is capable of expansion into most interesting history. After all "Who's Who" is its own advertisement. It has become sine qua non in most office libraries, or perhaps it is better to regard it as an indispensable piece of desk furniture. Certainly, no one would care to go back to the days and the conditions when "Who's Who" was unknown. It is immeasurably superior to all its rivals, if any of the smaller productions of a like nature can be so described, and it is no idle compliment to say that the present issue worthily maintains the high reputation which the publication has won. "Who's Who" is comprehensive. It is packed with oft wanted information. And above all, it is accurate. It is best described as a biographical dictionary, which no man who wishes to keep in touch with the world's happenings can afford to ignore.

**Who's Who Year Book 1907.** London: A. & C. Black.

A useful companion book to "Who's Who" is the Year Book which comes from the same office. It is full of useful information so arranged that the particular subject desired can be easily found, and when found the text can be read at a glance.

**The Chinese Rifleman.** By E. J. D. NEWITT. London: George Newnes, Ltd. Price 2/6.  
The captain of the English team in the International match at Cardiff last August has issued an attractive little volume dealing with such subjects as the management of rifle clubs, the construction of indoor and outdoor ranges, and the important question of marksmanship. The volume is published by authority of the Council of the Society of Miniature Rifle Clubs, and is highly praised by Lord Roberts, who has written a short preface congratulating Mr. Newitt on the opportune appearance of his useful and interesting work. The book is written in a lucid manner, and is illustrated with many photographs and drawings.

**A Gentle with Life.** By FILAS K. HOCKING. London: T. Fisher Unwin.  
This is the tale of a man who has an invention that will revolutionize the chief industry of his country, and find work for thousands of willing hands. For years he has been working at it, and in order to carry it to a successful issue, desires to borrow a thousand pounds. He takes out a policy on his life and gives it as security to his lawyer, agreeing, at the same time, that in the event of failure he will make himself from the world in a perfectly natural manner so that the insurance money will be handed over without question. The possibility of the invention not succeeding then begins to obtrude itself with obstinate persistency. Life grows more precious, and hope takes new shapes and forms. He is acquainted with the fact that another brain, as inventive as his own, had conceived the same idea and carried it into effect, while he was still painfully toiling in the same direction. He resolves to die, and on the eve of suicide he is handed a letter which saves him from the guilt of dying by his own hand and paves the way to a successful and a happy life. There is of course, a strong element of love permeating the story, and adding greatly to its charm.

**The Great Court Scandal.** By WILLIAM LE QUOUX. London: T. Fisher Unwin.  
Sensational fiction is usually associated with the writings of Mr. Le Quoux, who succeeds in presenting works that attain to popularity. In "The Great Court Scandal," which narrates somewhat of a romance that started European Society not many years ago, is a plot conceived by the ingenuity of a corrupt court of office-seekers and sycophants for the purpose of keeping a young princess from the throne. Her husband is sacrificed from her side, her good name is besmirched, and in order to save herself from the asylum she flees from the country and takes refuge in England. Closely watched, she is discovered associating with international swindlers, and on the eve of being divorced returns to her husband, exposes the dastardly plot, and denounces her enemies. Many powerful and dramatic scenes are introduced in the volume for the benefit of the reader, who, while regretting that Mr. Le Quoux has not portrayed a heroine with more force of character, will agree that he has presented one that will elicit the sympathy of those who follow her strange career.

**The Sins of War.** By EDWIN PHILLIPOTT and ARNOLD BENNETT. London: T. Werner Laurie.  
This thrilling romance of modern London will bear favourable comparison with the "Adventures of Sherlock Holmes," and may be heartily recommended to all who have a liking for stories of mystery and imagination. As a rule these tales of crime and its detection can be lumped together under a general heading, but there is generally some fresh ingredient introduced into the mixture, and certainly there is in the present instance. The "ingenious" one of the volume is a man possessed of immense histrionic ability which he uses to the confusion of society, and thus leads the reader to surprise after surprise up to the close of the volume. It is the story of a murder in the Kingsway, told with all the accustomed mystification and following up of wrong scents. Into lodging houses, clubs and theatres the reader is taken in quick succession and after a dash to the docks is rushed away to the West Indies where the mystery is solved and another startling phase of the romance revealed. From start to finish the story is irresistible, and apart from its vivid pictures of London life, contains much that makes it certain of a wide circle of readers.

## COOLIE "HORRORS" IN ACHEEN.

ALLEGATIONS OF A DUTCH NAVAL LIEUTENANT.

The *Talk*, a Socialist newspaper published in Holland, contains sensational recollections of coolie scandals in Acheen, written by a naval lieutenant named Beech, who at one time was engaged in tramway construction there.

Chinese coolies were the only labourers available for the tramway. On arrival, they found themselves among a hostile population, and had to be guarded and escorted by soldiers. They and their debts were made over to the contractor, a Chinaman, too. He held them in groups of 20 to 30 to Chinese underlings called "mandors" on condition that they bought the rations for the coolies from himself. To make a profit the rations supplied were of very inferior quality, and the coolies were worked to death.

The result was that, in the first three months after arrival, 20 per cent of the new coolies usually died. Twenty per cent more followed in the next three months. As a matter of fact, about half the coolies died in the first six months. Huddled in narrow and unhealthy quarters, the coolies suffered terribly from disease. Cholera often carried off from 10 to 15 a day. Chinamen caught outside the quarters in forbidden hours were lashed with the rattan—sometimes 45 lashes each were given. The wretched coolies who survive all this, and are found to be unfit to work, are packed off to China, ill as they may be. The other day a batch of 20 were sent back hither by way of Java. Their miserable condition on transhipment aroused strong public comment. Attempts to land them at Penang failed owing to the strictness of the harbor regulations there.

The Chinese Consul-General at Singapore has informed the Foreign Affairs Bureau of Peking of the facts which had come to his knowledge about the ill-treatment of Chinese coolies in Netherlands India. He advised that the Chinese Minister in Holland should be directed to open negotiations on the subject with the Dutch Government. The object is to get the latter to revise its coolie immigration laws, and to agree to the appointment of a Netherlands India of a Chinese Vice-Consul whose special duty will be to look after coolies of his nationality.

The *Straits Times* comments:—The matter has been taken up by certain members in the second Chamber of the States-General at the Hague. It was pointed out that the coolies' quarters were extremely bad and unhealthy; that the punishments inflicted upon the men, especially the flogging, were cruel, and that the sick were badly looked after, with the result that there was a heavy death-rate among the coolies. Disease alone (malaria, dysentery and beriberi) carried off 553 coolies on one section of the line alone, before precautionary measures were taken. One of the members of the Chamber urged that the guilty parties should be punished. The Minister for the Colonies admitted that deplorable acts had been committed, but pointed out that the Government, so soon as the evils complained of came to its knowledge, had taken action to prevent their recurrence. As a matter of fact, he contended, the climate was chiefly to blame for the high rate of mortality. Inspectors, however, were appointed to see that the coolies were better treated in future. The Minister also promised to call the attention of the Governor-General to the scandal that had been created, and concluded by saying there were no guilty parties to be punished as guilt had not been brought home to anyone.

It is satisfactory to know that this subject was raised in the Dutch Parliament. The fact was that one, and though it most regrettable that the representatives of the colonies which affected the representatives of all the white races brought into association, politically or commercially, with the yellow races. There is growing up a strong pan-Asiatic movement, which is likely to gather strength if the white races do not change their policy. We agree with the Dutch Minister for the Colonies that a considerable portion of the mortality in Acheen was probably due to climatic causes, but where there is smoke there is fire; and the article of the Dutch naval lieutenant, which first called attention to the wretched condition of these coolies, was doubtless founded upon facts. Whether it was wise to indulge in the publication of a sensational article is another matter. Such publication could only be warranted by a refusal of the Colonial Department to investigate the scandal with a view to its stoppage. We have not seen any reference to this point in our Dutch contemporaries. However, the Minister has promised to introduce reforms which should obviate any further complaint, and it is sure this action will give satisfaction to the Chinese authorities who have interested themselves in the welfare of their compatriots, and will be welcomed by the Dutch in Sumatra, who have no other desire, we are certain, than that all Asiatics in their Colony should be treated with reasonable kindness and consideration.

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 73.

## INVESTMENTS AND THE GOLD RESERVE.

ONE POUND NOTES NEEDED.

It is impossible to name a political, religious, or scientific problem of the day upon which there is such wonderful unanimity of opinion as that the Gold Reserve of this country is altogether inadequate for the immense magnitude of the financial and commercial interests at stake, says a retired banker in the *Financial Review* of Review.

Chancellors of the Exchequer, statesmen, bankers, and commercial men have repeatedly pointed out the perilous position our small stock of gold may bring about. Bank chairmen find it an inexhaustible and often most convenient topic with which to regale annual meetings of shareholders. It is so much more agreeable to discuss this subject, that never gets stale, than, say, the appalling losses caused them by the sensational depreciation of their investments and reserve funds during the past ten years. Endless have been the discussions among business men, financiers, &c., but, notwithstanding the marvellous agreement that our gold reserve is unworthy of the Nation, there is no definite scheme before the country for the consideration of a drastic remedy.

It will be well to compare the stocks of gold of the principal countries of the world.

..... (silver) .....	£120,000,000	£120,000,000
United States Treasury	£100,000,000	£147,000,000
..... (gold) .....	—	£91,000,000
..... (silver) .....	—	£5,160,000
Austria-Hungary (gold)	£15,540,000	£90,200,000
..... (silver) .....	£12,230,000	—
Denmark	£16,000,000	£57,780,000
Finland .....	£22,000,000	£35,610,000
France .....	—	£10,620,000



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## SITUATION WANTED.

**BOILER MAKER and CONSTRUCTION ENGINEER (Practical) OPEN FOR ENGAGEMENT.** 15 years with the best Firms in the Clyde and Logan. 5 years' Experience in the East.

Apply to: **JAMES WILSON,**  
Care of Engineers' Association, Singapore.

Hongkong, 17th January, 1907. 218

## WANTED.

**CHINESE CLERK** for 1st February. Must have a good knowledge of English and be able to write quickly.

Apply to: **"Daily Press" Office,**  
Hongkong, 17th January, 1907. 219

**D.G. LODGE OF HONGKONG AND SOUTH CHINA, E.C.**

WITH reference to the proposed D.G. LODGE MEETING on February 6th next, between 5-7 P.M., to present an Address from the FREEMASONS of HONGKONG to H.R.H. THE DUKE OF CONNAUGHT, Grand Master, E.C. M.M.'s who are NOT Members of any Lodge here, but may be desirous of attending this Ceremony, are requested to submit their NAMES and ADDRESSES to the D.G. Director of CONNAUGHT, E.C. "Freemasons' Hall, Zealand Street, not later than the 24th inst., after which no applications can be received.

Members of Lodge here should apply through their own Lodge.

Hongkong, 17th January, 1907. 220

BY AN ORDER OF THE SUPREME COURT OF HONGKONG.

**MR. GEO. P. LAMBERT** has received instructions to sell by **PUBLIC AUCTION,** On WEDNESDAY, the 23rd day of January, 1907, at Noon, at his Sales Rooms, Duddell Street, the following property:

**THE RIGHT, TITLE AND INTEREST**

**LI HUNG MAN alias LI SUI CHI** Under the will of his late father LI CHI alias LI KEE CHUN of and in that Share described and known as "The \$3,000.00 capital money of the I Wo Tong in the FAU ON WO KEE Pawnshop of No. 81, Wellington Street, Victoria, Hongkong, together with all the Accumulations and Profits thereon, subject to any lien or right of the said PAU ON WO KEE Pawnshop.

For Further Particulars and Conditions of Sale, apply to

**OTTO KONG SING,**  
Solicitor for the Plaintiff,

Mr. GEO. P. LAMBERT,

Hongkong, 16th day of January, 1907. 221



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

**THE Company's Steamship**

"AUSTRIA,"  
Capt. Blaffer, will leave for the above places on about THURSDAY, the 24th inst., P.M. For Freight or Passage, apply to **SANDER, WIELER & Co.,** Agents, Prince's Building, Hongkong, 17th January, 1907. 3

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**

"LAISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 19th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,** General Managers.

Hongkong, 16th January, 1907. 18

**"SHIRE" LINE OF STEAMERS.**

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, COLOMBO, PENANG & SINGAPORE.

**THE**

"GLAMORGANSHIRE,"

Captain —, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon; and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **SHEWAN, TOMES & Co.,** Agents.

Hongkong, 16th January, 1907. 222

## NEW ADVERTISEMENT

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**FOR SHANGHAI, KOBE AND YOKOHAMA.**

**THE Company's Steamship**

"TOURANE,"  
Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, 21st inst. For Freight or Passage, apply to **G. DE CHAMPEAUX,** Agent, Hongkong, 17th January, 1907. 2

## ENTERTAINMENTS

**THE CATHOLIC UNION, GLENEALY.**

**TWENTY-FIFTH ENTERTAINMENT. "ALADDIN"**

OR

**"THE WONDERFUL LAMP" IN QUITE A NEW LIGHT.**

A Musical Burlesque in 3 Acts, by the Authors, kindly assisted by their friends, under the direction of Mr. A. J. ARKLE.

**DATES OF PERFORMANCE.**  
TO-DAY (THURSDAY), 17th Jan. (Matinee) 5.30 P.M.  
SATURDAY, 19th " 9.00 "  
MONDAY, 21st " 9.00 "

**PRICES OF ADMISSION \$1.**  
MATINEE (Children 50 cents).

Seats may now be booked at the above address. Hongkong, 14th January, 1907. 189

**HONGKONG ST. ANDREW'S SOCIETY.**

**A SCOTCH CONCERT, to Celebrate the Anniversary of the BIRTH of ROBERT BURNS,** will be held in St. George's Hall, City Hall, at 9.15 P.M., on FRIDAY, 25th January, 1907.

Seats \$2 each may be reserved at the Robinson Piano Co., Ltd., Hongkong, 15th January, 1907. 203

**PUBLIC COMPANIES**

**THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.**

**THE TENTH ORDINARY ANNUAL MEETING** of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 26th January, 1907, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors.

**THE TRANSFER BOOKS** of the Company will be CLOSED from WEDNESDAY, the 23rd January, until SATURDAY, the 26th January, 1907, both days inclusive.

**SHEWAN, TOMES & Co.,** General Managers.

Hongkong, 9th January, 1907. 178

**THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that the SIXTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 26th January, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 18th January, to SATURDAY, the 26th January, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors, **MOWBRAY S. WATKINS,** Secretary.

Hongkong, 11th January, 1907. 181

**THE WEST POINT BUILDING COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that the NINETEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 25th January, 1907, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 19th January to MONDAY, the 25th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, **A. SHELTON HOOPER,** Secretary to the

**HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,** General Agents, for the WEST POINT BUILDING CO., LTD.

Hongkong, 14th January, 1907. 204

**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**

**NOTICE IS HEREBY GIVEN** that the NINETEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 25th January, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 19th January to MONDAY, the 25th January (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors, **A. SHELTON HOOPER,** Secretary.

Hongkong, 14th January, 1907. 205

**UNION INSURANCE SOCIETY OF CANON, LIMITED.**

**NOTICE.**

**THE CERTIFICATE No. 1939** for One Share numbered 43, on which the Sum of \$25 has been paid up, standing in the name of JOHN C. BERNFALL, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the First day of March next, a new Certificate for the said share will be issued by the Society and the old Certificate will thereafter be held as Null and Void.

By Order of the Board of Directors, **W. J. SAUNDERS,** Secretary.

Hongkong, 4th January, 1907. 148

## AUCTIONS

## PUBLIC AUCTION.

**THE** Underigned have received instructions to sell by Public Auction, **TO-DAY (THURSDAY),** the 17th January, 1907, at 11 A.M., at Wanchai Godown, No. 97, Praya East, 120 Cases WHISKY.

One Large IRON SAFE by MILNERS, and SUNDRY OTHER MERCHANDISE (Salvaged Cargo ex S.S. "MOYUNE" and "CALCHAS").

TERMS:—As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 16th January, 1907. 213

**PUBLIC AUCTION.**

**THE** Underigned have received instructions from the HARBOUR MASTER to sell by Public Auction, **TO-DAY (THURSDAY),** the 17th January, 1907, at Noon, on Board, The Steam Launch "YUT SUM."

As she now lies in Causeway Bay—Length over all ... 81 feet. Breadth extreme ... 13 ft. 7 in. Depth ... 7 feet. Engines ... Compound Surface Condensing. Cylinders, 9 in. by 18 in. by 12 in. Stroke. Boiler Pressure ... 125 lbs. Hull, Boiler and Engines built in Hongkong in 1900.

TERMS:—As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 11th January, 1907. 185

**G. DE M. C. VIEIRA-RIBEIRO,** Auctioneer.

**FAVOUR** with instructions, will sell by **PUBLIC AUCTION,** TO-DAY (THURSDAY), the 17th January, 1907, at 2.30 P.M., at his Sales Room, at No. 84, Queen's Rd. Central, **HOUSEHOLD FURNITURE** of every description:

And A Quantity of **FOOCHOW LACQUERED WARE.**

TERMS:—As usual.

Hongkong, 16th January, 1907. 214

**PUBLIC AUCTION.**

**THE** Underigned will let by Public Auction, **TO-DAY (THURSDAY),** the 17th January, 1907, at 4 P.M., on the spot, The Several Lots numbered 1 to 19 on Plan to be seen at the Auctioneers' Office for erection of **BOOTHS AND MARCHEDS** on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS:—Cash.

For Plan and Conditions of Sale, apply to **HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 12th January, 1907. 190

**PUBLIC AUCTION.**

**THE** Underigned have received instructions to sell by Public Auction, **FOR ACCOUNT OF THE CONCERNED,** TO-MORROW (FRIDAY), the 18th January, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road (Corner of Ice House Street), **A LARGE QUANTITY OF NICKEL, SILVER AND GOLD WATCHES.**

TERMS:—As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 15th January, 1907. 206

**PUBLIC AUCTION**

**VALUABLE LEASEHOLD PROPERTY** To be sold

By ORDER of the Mortgagee On TUESDAY, the 22nd day of January, 1907, at 3 P.M., in the afternoon, by Mr. GEO. P. LAMBERT, Auctioneer at his Auction Rooms in Duddell Street.

**BEING** all that piece or parcel of ground situate lying and being at Victoria, in the Colony of Hongkong and registered at the Land Office as SECTION B OF MARINE LOT No. 54 together with the message or tenement thereon now known as No. 131, QUEEN'S ROAD CENTRAL. The said premises are held for the residue of the term of 75 years and for the further term of 924 years respectively created therein by a Crown Lease and Extension thereof respectively dated the 11th day of June, 1845, and the 2nd day of November, 1857, subject to the payment of the sum of \$24.00 being a proportion of the rent and the performance of the covenants in the said Lease and Extension reserved and contained.

For further particulars apply to **WILKINSON & GHEIST,** Solicitors for the Vendor.

or **MR. GEO. P. LAMBERT,** Auctioneer.

Hongkong, 16th January, 1907. 182

**BY ORDER of the Mortgagee.**

**PARTICULARS & CONDITION OF SALE** OF **VALUABLE LEASEHOLD PROPERTY** Situate at Victoria, Hongkong.

To be sold by **PUBLIC AUCTION** On FRIDAY, the 25th day of January, 1907, at 3 o'clock in the afternoon, at his Sales Room, Duddell Street,

by **MR. GEO. P. LAMBERT, Auctioneer.**

The Property comprises:—

**ALL** that the one equal undivided moiety of one DANG CUE deceased of and in the piece or parcel of ground situate lying and being at Victoria, in the Island of Hongkong, being portion of the Reclamation to Marine Lot No. 62 known and registered in the Land Office as **THE REMAINING PORTION OF THE RECLAMATION TO MARINE LOT No. 62** together with the message or tenement thereon known as No. 25, Des Vaux Road Central, Victoria, Hongkong.

Further Particulars and Conditions of Sale may be obtained from

**F. X. D'ALMEIDA & CASTRO,** Solicitor for the Vendor,

or **GEO. P. LAMBERT, Auctioneer.**

Hongkong, 9th January, 1907. 180

## AUCTIONS

## PUBLIC AUCTION.

**THE** Underigned have received instructions to sell by Public Auction, **FOR ACCOUNT OF THE CONCERNED,** On SATURDAY, the 19th January, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Ice House Street),

The Revenue Schooner "PENG FEI" As she now lies at Saikok, North of Samshui, Her dimensions are:—

Length over all ... 78 feet. Breadth ... 17 " 9 " Depth ... 9 " Built of Teak with Iron Frames by the Hongkong and Whampoa Dock Co., in 1898. The Running Gear, Sails, Anchors, etc., are lying in the Godowns of the Imperial Maritime Customs and will be sold with the Vessel.

TERMS:—As usual.

For Further Particulars, apply to **HUGHES & HOUGH,** Auctioneers.

Hongkong, 12th January, 1907. 191

**PUBLIC AUCTION.**

**THE** Underigned will sell by Public Auction, **On MONDAY,** the 21st instant at 11 A.M., at the Hongkong Timber Yard, Bowring Canal, **SUNDRY LOTS OF OREGON PINE, SPARS, &c.**

TERMS:—As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 16th January, 1907. 216

**PUBLIC AUCTION.**

**THE** Underigned have received instructions to sell by Public Auction, **On WEDNESDAY,** the 23rd January, 1907, commencing at 3 P.M., on Board the "RAMBLER," the following:—

H.M. Surveying **RAMBLER.**

Single Screw, Composite built, Copper Sheathed,

Displacement ... 835 Tons. Indicated Horse Power ... 659 N.D. Extreme Length ... 163 ft. 3 in. Extreme Breadth ... 28 ft. 6 in. Built ... 1894. Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal. Boiler ... Three Cylindrical Direct Tubular. Load on Safety Valves ... 60 lbs. Distilling Condenser ... Two Normandy's Single No. 10 distilling 2,688 gallons of water per 24 hours.

**"JULK" "MIDGE"** Late Twin Screw Gun Vessel, 605 tons, Composite built, Copper Sheathed, Length ... 155 ft. 0 in. Breadth ... 25 ft. 0 in.

To be sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon on 2 and 4 P.M. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 28th December, 1906. 112

**FOR SALE.**

**TWO** thorough Bred Black Retrievers, DOG and BITCH, 11 months old, and in good condition.

Apply to: **"Daily Press" Office,** Hongkong, 11th January, 1907. 183

**KWONG TAI LOY.**

**RATTAN FURNITURE, BAMBOO BLINDS, TIENTSIN CARPETS, JAPANESE AND SHANGHAI SUN BLINDS, MATTING of all Colours and JAPANESE GOODS of all Descriptions.**

No. 16, QUEEN'S ROAD CENTRAL, HONGKONG. 2188

**INSURANCES**

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LES-CHAPPELLE.**

**THE** Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BROCKELMANN & CO.,** Agents.

Hongkong, 21st April, 1897. 114

**THE GLOBUS INSURANCE COMPANY, OF HAMBURG.**

**THE** Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**CARLOWITZ & Co.,** Agents.

Hongkong, 13th August, 1906. 29

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

**TOTAL FUNDS** at 31st DECEMBER, 1905 £17,837,119.

**I. AUTHORIZED CAPITAL** ... £3,000,000

**SUBSCRIBED CAPITAL** ... 2,750,000

**PAID-UP CAPITAL** ... 687,500 0 0

**II. FUND FUNDS** ... 3,389,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & Co.,** Agents.

Hongkong, 11th July, 1906. 1348

**THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.**

(FIRE AND MARINE INSURANCE COMPANY.)

**THE** Underigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.

**LUTGENS, EINSTAMANN & Co.,** Agents.

Hongkong, 1st January, 1907. 121

## BANKS

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1858  
HEAD OFFICE—LONDON.

**CAPITAL PAID-UP** ... £800,000

**RESERVE LIABILITIES OF SHAREH**



Hongkong, 22nd December, 1903.



## SHIPPING.

## ARRIVALS.

**CAYLON MARU**, Japanese steamer, 5,068, 16th January—Shanghai 13th Jan. General—Nippon Yusen Kaisha.

**Chowai**, German str., 1,115, W. Moller, 16th Jan.—Bangkok 16th Jan. and Swatow 16th Jan.—General—Butterfield and Swire.

**KIANG CHING**, Chinese str., 1,002, Brinsford, 16th Jan.—Chungking 16th Jan. General—Chinese.

**KWANGLOO**, Chinese str., 1,636, Wm. H. Lunt, 16th Jan.—Shanghai 13th Jan. General—Chinese.

**LAIBAO**, British str., 3,400, P. M. B. Lake, 16th Jan.—Calcutta 30th Dec. and Straits 8th Jan. General—Jardine, Matheson & Co.

**MAUSANG**, British str., 1,344, R. Houghton, 16th Jan.—Sundaland 16th Jan. and Swatow 16th Jan. General—Jardine, Matheson & Co.

**NORD**, British str., 1,131, P. Pryn, 16th Jan. Singapore 14th Jan. Case Oil—McEwan.

**NORD**, Norwegian str., 730, G. Haraldsen, 15th January—Hollo 9th January. Sugar and Sapanwood—Agard, Thorsen & Co.

**PINGSHUI**, British str., 4,148, F. Warrall, 16th Jan.—Shanghai 13th Jan. General—Butterfield & Swire.

**SOLIAN VAN LANGKAT**, Dutch str., 2,292, J. Liberg, 16th Jan.—Sumatra 31st Dec. Bulk Oil—Meyer & Co.

**TUPANAN**, Dutch str., 2,414, A. Pandor, 16th January—Amoy 14th January, General—Java-China-Japan Line.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE Jan. 16th.

**Canton Maru**, Japanese str., for Kobe, 16th Jan. General—Nippon Yusen Kaisha.

**Haidee**, British str., for Swatow, 16th Jan. General—Butterfield & Swire.

**Kiang Ching**, Chinese str., for Canton, 16th Jan. General—Butterfield & Swire.

**Pinguey**, British str., for Singapore, 16th Jan. General—Jardine, Matheson & Co.

**Providence**, Norwegian str., for Haiphong, 16th Jan. General—Butterfield & Swire.

**Solian Maru**, Japanese str., for Swatow, 16th Jan. General—Butterfield & Swire.

**Sultan van Langkat**, Dutch str., for Swatow, 16th Jan. General—Butterfield & Swire.

**Taiwan**, British str., for Saigon, 16th Jan. General—Butterfield & Swire.

**Wuhu**, British str., for Shanghai, 16th Jan. General—Butterfield & Swire.

## DEPARTURES.

Jan. 16th.

**CARL DREIERSTEIN**, Ger. str., for Haiphong, 16th Jan. General—Butterfield & Swire.

**CHOWANG**, British str., for Canton, 16th Jan. General—Butterfield & Swire.

**KAMBA MARU**, Japanese str., for Amoy, 16th Jan. General—Butterfield & Swire.

**KUICHOW**, British str., for Saigon, 16th Jan. General—Butterfield & Swire.

**LABOR**, Norwegian str., for Canton, 16th Jan. General—Butterfield & Swire.

**NICHIBI MARU**, Japanese str., for Moji, 16th Jan. General—Butterfield & Swire.

**NORD**, British str., for Haiphong, 16th Jan. General—Butterfield & Swire.

**NURIA**, British str., for London, 16th Jan. General—Butterfield & Swire.

**PAOTING**, British str., for Shanghai, 16th Jan. General—Butterfield & Swire.

**PROVINTZ**, German str., for Europe, 16th Jan. General—Butterfield & Swire.

## SHIPPING REPORTS.

The British str. *Nord* reports: Strong N.E. wind and heavy sea.

The Chinese str. *Kiang Ching* reports: Fresh monsoon and fine weather.

The Norwegian str. *Nord* reports: Strong N.E. and E. wind and heavy sea.

The British str. *Labour* reports: Strong monsoon and high sea throughout.

The Chinese str. *Kuichow* reports: Fresh N.E. winds and moderate sea throughout.

The Dutch str. *Taiwan* reports: Strong N.W. monsoon, moderate sea, cloudy and rainy weather.

## VESSELS PASSED ANJER.

Dec. 22, British str. *Mauritius*, Parkinson, Dec. 21, from Tientsin for Batavia.

Dec. 22, British str. *Labour*, Uggahart, Dec. 21, from Hongkong for Batavia.

Dec. 23, from Singapore for Christiania, Land.

Dec. 26, Dutch str. *Rindja*, De Boer, Dec. 26, from Batavia for Rotterdam.

Dec. 26, Dutch str. *Banda*, Penning, Nov. 15, from Amsterdam for Batavia.

Dec. 28, British str. *Harbinger*, Uggahart, Dec. 28, from Batavia for Calcutta.

Dec. 30, Am. ship *C. Chapman*, Bantid, from Hongkong for Baltimore.

Dec. 31, Norw. bgo. *Astra*, Simonsen, Oct. 30, from Bahia Blanca for Anjer.

## VESSELS IN DOCK.

Jan. 16th.

**ANDERSON DOCKS**—Amoy, *Kyo Maru*.

**KOWLOON DOCKS**—*Sorsogon*, *Monteagle*, *Hongkong*, *Frende*, U.S.S. *Patrol*, Z. Y. de *Aldeco*, *Kuichow*, *Pelle*, *Prinz Waldemar*, *Hilary*, H.M.S. *Whiting*, *Proctor*, *Kuoyung*, *Kuoyung*.

**DOCKING DOCKS**—*Petrarch*, *Hatching*, *Quarta*.

## VESSELS ON THE BERTH

## POSTPONEMENT.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Bouch. will be despatched for the above Ports TO-DAY, the 17th inst. at 8 a.m., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS, LAPEL & Co.,

General Managers.

Hongkong, 15th January, 1907. 209

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1907.

FOR NEW YORK.

"SATSUMA" ... 21st Jan.

"SIKIU" ... 9th Feb.

"MUNCASTER CASTLE" 12th Mar.

For Freight and further information, apply to

DODWELL & CO., LD.

Agents.

Hongkong, 13th November, 1906. 187

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

Captain J. G. Olfert. will be despatched for the above Ports on TUESDAY, the 22nd inst. at 3 p.m.

For Freight, apply to

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 15th January, 1907. 181

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

Will be despatched for the above Ports on or about the 25th February.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th January, 1907. 215

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NURIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
LONDON &c. VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 26th inst. at Noon
MARSEILLES, &c. VIA PORTS OF CALL	SAINT	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst. at 1 p.m.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	P. Groch	MESSAGERIES MARITIMES	On 30th inst. at Noon
HAMBURG VIA PORTS	SAHNA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	On 10th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	SEPIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINE	On 27th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINE	On 22nd Feb.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	KINA	Dan. str.	—	Sachs	MELCHERS & Co.	About 10th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	SILERIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 8th Feb.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Doehren	HAMBURG-AMERIKA LINE	On 22nd Mar.
TRIESTE, &c. VIA SINGAPORE, &c.	NURIA	Ger. str.	k.w.	Damianovich	SANDER, WIELER & Co.	About 31st inst.
NEW YORK	SATSUMA	Brit. str.	—	Label	HAMBURG-AMERIKA LINE	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 23rd inst. at Noon
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 5th Feb.
SOUTH AMERICAN PORTS VIA JAPAN	KASATO MARU	Jap. str.	—	W. C. T. S. Filmer	TOYO KISEN KAISHA	In April.
AUSTRALIAN PORTS VIA MANILA	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 25th Feb.
AUSTRALIAN PORTS VIA MANILA	CHINUT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	UNITED LIVINGSTON & Co.	On 26th inst. at Noon
YOKOHAMA & KOBE	MANILA	Ger. str.	—	—	MELCHERS & Co.	On 24th inst. at Noon
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at Noon
YOKOHAMA & KOBE	SIBIRIEN	Dan. str.	—	—	MELCHERS & Co.	About 26th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHUN KAISHA	To-day, at 8 a.m.
SHANGHAI	SHAOHSING	Brit. str.	—	P. W. Northcombe	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI, KOBE & YOKOHAMA	WOSANG	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	To-morrow.
SHANGHAI	WOSANG	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	To-morrow.
SHANGHAI	CHOYANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 19th inst. at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	A. E. Bradshaw	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	TOCEANE	French str.	—	Lancelotti	MESSAGERIES MARITIMES	About 21st inst.
SHANGHAI	YOCOW	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 22nd inst. at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aust. str.	—	Blaffer	SANDER, WIELER & Co.	About 24th inst.
SHANGHAI	DEWASHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, NAOKAWA, KOBE & YOKOHAMA	PREMIER	Ger. str.	—	—	MELCHERS & Co.	On 30th inst.
TAMUI VIA SWATOW & AMOY	MASAR MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	To-day, at 8 a.m.
SWATOW, AMOY & FOOCOW	HAITAN	Brit. str.	—	J. S. Bouch	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
MANILA	YUENSANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co.	On 19th inst. at Noon
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 21st inst. at 4 p.m.
MANILA	TEAN	Brit. str.	—	Sommerville	BUTTERFIELD & SWIRE	On 26th inst. at Noon
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 19th inst. at 4 p.m.
CEBU & ILOILO	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 26th inst. at Noon
SINGAPORE, PENANG & CALCUTTA	ORSA	Ger. str.	—	D. Chasle	JARDINE, MATHESON & Co.	On 19th inst. at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	J. G. Olfert	JARDINE, MATHESON & Co.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co.	On 24th inst. at 3 p.m.
JAVA PORTS	TUPANAN	Dut. str.	—	Pandor	JAVA-CHINA-JAPAN LINE	Quick despatch.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA "ONSANG" Friday, 18th Jan. 3 p.m.

\* MANILA "YUENSANG" Friday, 18th Jan. 4 p.m.

\* SHANGHAI "WOSANG" Friday, 18th Jan. 4 p.m.

\* SHANGHAI "CHOYANG" Saturday, 19th Jan. 4 p.m.

\* SINGAPORE, PENANG & CALCUTTA "LAISANG" Thursday, 24th Jan. 3 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantao) and Yungtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., GENERAL MANAGERS.** 18

Hongkong, 17th January, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. First Class Cuisine. SURGEON and STEWARDESS carried. All the latest date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 R. Rodger Manila On 19th Jan. Noon.

RUBI 2540 R. Almond Manila On 26th Jan. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th January, 1907. 15

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906. 16

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

YOKOHAMA and KOBE "SIBIRIEN" About 26th Jan.

MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS "TRANQUEBAR" About 10th Feb.

"KINA" About 10th Feb.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th January, 1907. 9

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HAMBURG" and "HOHENSTAUFEN." These have very large cabins, provided with the highest standard of comfort in ocean travelling. They have very large cabins, provided with the highest standard of comfort in ocean travelling. They have very large cabins, provided with the highest standard of comfort in ocean travelling.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILERIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

SCANDIA Capt. v. Doehren 5th February

HAMBURG Capt. Filler 8th March

RENNANIA Capt. v. Hoff 2nd April

HOHENSTAUFEN Capt. Jagger 30th April

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SILERIA Capt. Bahle 8th February

SCANDIA Capt. v. Doehren 22nd March

HAMBURG Capt. Filler 5th April

RENNANIA Capt. v. Hoff 17th May

HOHENSTAUFEN Capt. Jagger 14th June

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA 18th January

FOR SHANGHAI, KOBE & YOKOHAMA 2nd January

FOR SHANGHAI, KOBE & YOKOHAMA 26th January

FOR SHANGHAI, KOBE & YOKOHAMA 5th February

FOR SHANGHAI, KOBE & YOKOHAMA 14th February

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GENEVA, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SPERZA FOR HAVRE & HAMBURG 27th January

SILERIA FOR NAPLES, LISBON, HAVRE & HAMBURG 8th February

SAMBIA FOR HAMBURG VIA PORTS 10th February

SAXONIA FOR HAVRE & HAMBURG 22nd February

SCANDIA FOR NAPLES, LISBON, HAVRE & HAMBURG 22nd March

NURIA FOR NEW YORK 22nd January

12

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 16th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 18th January	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	ARCADIA Capt. A. L. Valentini	Noon, 26th January	See Special Advertisement.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.R.	About 25th January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th January, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	On 17th Jan., Noon.
CEBU and ILOILO	"HUICHOW"	On 19th Jan., 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	On 20th Jan., daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 21st Jan., 4 P.M.
SHANGHAI	"YCHOW"	On 22nd Jan., 4 P.M.
MANILA	"TEAN"	On 22nd Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS

Hongkong, 15th January, 1907.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 20th Jan., at DAYLIGHT.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. SURUGA	THURSDAY, 17th Jan., at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th January, 1907.

T. ARIMA, Manager.

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.  
Via COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 23 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,

To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

[1899]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR &amp; SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
SACHSEN	WEDNESDAY 27th March
PRINZ LUDWIG	WEDNESDAY 10th April
ZITEN	WEDNESDAY 24th April
PRINZ REGENT LUPTOLD	WEDNESDAY 8th May
PRINZ ERICH FRIEDRICH	WEDNESDAY 22nd May
BAYERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHORST	WEDNESDAY 3rd July
ROON	WEDNESDAY 17th July

ON WEDNESDAY, the 30th day of JANUARY, 1907, at Noon, the Steamship

"PRINZ HEINRICH," Captain P. Grosch, with MALES, PASSENGERS, SPECIE

and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 28th Jan. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 29th Jan. and

will be received at the Agency's Office until Noon, on TUESDAY, the 29th Jan.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

1st Class 2nd Class 3rd Class

91 0 0 43 0 0 23 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

1st Class 2nd Class 3rd Class

97 0 0 44 0 0 24 0 0

TO NEW YORK VIA SUEZ

1st Class 2nd Class 3rd Class

115 0 0 79 0 0 47 0 0

VIA NAPLES, GENOA OR GIBRALTAR

1st Class 2nd Class 3rd Class

123 0 0 83 0 0 49 0 0

VIA BREMEN OR SOUTHAMPTON

1st Class 2nd Class 3rd Class

123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and

travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES,

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TO BE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES

MANILA

PRINZ WALDEMAR

PRINZ SIGISMUND

ON FRIDAY, the 1st FEBRUARY, at Noon, the "Steamship" "MANILA,"

Captain Minssen, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO NEW GUINEA

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO BRISBANE

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO SYDNEY

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO MELBOURNE

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO YOKOHAMA

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO KOBE

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO YOKOHAMA and back from KOBE

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA

1st Class 2nd Class 3rd Class

230 0 0 115 0 0 65 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. &amp; O.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PREUSSEN" ... Wednesday, 30th Jan.

Kobe &amp; YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers, P.M.S.S. Co., O. &amp; O.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:

1st Class 2nd Class 3rd Class

To London via Plymouth or Southampton

230 0 0 115 0 0 65 0 0

To Bremen

230 0 0 115 0 0 65 0 0

To Paris via Cherbourg

230 0 0 115 0 0 65 0 0

To Naples, Genoa via Gibraltair

230 0 0 115 0 0 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the

day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS &amp; CO., AGENTS.

# PASSENGER SEASON 1907.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOCHERS & CO.,  
AGENTS.

Hongkong, 12th October, 1906.

[1907]

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER  
11 DAYS ACROSS THE PACIFIC TO THE "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA TO VANCOUVER.  
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,000	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE" 6,163	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA" 6,000	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN" 3,382	WEDNESDAY, 20th Feb.	16th Mar.
"EMPERESS OF JAPAN" 6,000	THURSDAY, 14th Mar.	1st April
"TARTAR" 4,425	WEDNESDAY, 27th Mar.	20th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262.  
Intermediate Steamer at 12 Noon.

and 1st Class Railway " £40, " £42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry intermediate

passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Jilak Pier.

Hongkong, 1st December, 1906.

SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and  
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIV, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick dispatch given DAY and NIGHT.

FRESH WATER and Ice, Ship's Stores and Provisions at Moderate Prices.

FLUATING DOCK available for Steamers up to 3,000 tons displacement and workshop  
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE.

OWNERS and/or Consignees of Cargo on  
board the S.S. "KWONG CHOW" on  
the 18th September, 1906, when she was sunk  
in the Typhoon of that day are HEREBY  
INFORMED that the Cargo is being put into  
junks alongside the S.S. "KWONG CHOW"  
as she now lies near LAI CHI KOK and Owners  
and/or Consignees are hereby Required to  
identify their goods and take delivery of same  
prior to the 15th instant after which date all  
unclaimed Cargo which is saleable will be Sold  
to defray expenses of removal and the remainder  
will be destroyed.

The SHIP ON STEAMSHIP CO., LTD.  
Hongkong, 12th January, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENLARIQ,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., whence and/or  
from the wharves delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods delivered  
after the 20th inst., will be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underigned on or before the  
31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.

Agents  
Hongkong, 14th January, 1907.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF"

FROM GLASGOW, LIVERPOOL AND  
STRAITS.



